

Partly cloudy tonight
and Tuesday.

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LAST EDITION

PRICE ONE CENT.

EIGHTY KILLED IN WRECK AT ATLANTIC CITY; EIGHTEEN HURT; FIFTY-NINE BODIES RECOVERED

Rescued Passengers Tell
of Deeds of Heroism
by Women and
Men.

WOMAN SAVES FOUR
BY EXPERT DIVING

Coach Strewn With Bodies
as Man Groves Down Aisle
to Rescue Friend's
Daughter.

ATLANTIC CITY, N. J., Oct. 29.—Deeds of individual heroism in connection with the rescue of several of the survivors of yesterday's terrible tragedy on the drawbridge over the Thoroughfare abounded. These stories are just coming to light today, as in the excitement and horror of yesterday everything was overlooked except the great fact that these lives had been spared miraculously it seemed. It was from the lips of the rescued that they came, as a more modest set of heroes and heroines never existed.

To a Mrs. McDonald, of Philadelphia, are attributed four rescues. With her husband she was a passenger in the second car. When the coach went into the river she had the presence of mind to smash the window beside her and soon rose to the surface. She is an expert swimmer and she at once dived to rescue her husband. Gropping under the water she found a man and brought him to the surface, but it proved to be a stranger. Again she dived and rescued another man, to find her husband was still below. Twice more she dived before she found the right man and brought him to the surface, having saved a third stranger in the meantime.

Dives for His Wife.

Henry Deemer, of Philadelphia, is another to whose presence of mind it is believed several of the survivors owe their safety. He went down in a forward car and the crash threw him against the window breaking the glass. He rose to the surface, but at once dived to bring up his wife. Finding her he dragged her through a broken window. The woman's arm was broken and she cried in agony as Deemer seized her but despite her cries he clung to her until he had brought her to the surface.

Then Deemer went down again. He made his way along the submerged car breaking every window he could reach to give a chance to others to get out of the death trap. He helped several persons to crawl through the windows of the upper end of the car before it sank completely below the surface.

Brakeman Wood, who was in the third car also, through his action in opening the rear door of the car and standing by at the risk of his own life to save others, undoubtedly was responsible for several of the survivors getting out of the wreck before the waters closed over the coach. Several of the rescued stated that they saw this opening and escaped through the door, being picked up in the water by boatmen.

David S. Emley, of Philadelphia, (Continued on Second Page.)

THE WEATHER REPORT.

The barometric depression central Sunday morning north of Montana has moved to Minnesota, and now forms a storm of considerable energy. It is attended by rain in the middle Mississippi valley and snow over northern Wisconsin and northern Minnesota, and high northeasterly winds along Lake Superior.

In Alabama, Mississippi, Georgia, and the Carolinas, heavy to killing frost is reported this morning.

The Minnesota disturbance will cause snow or rain tonight and Tuesday in the Ohio valley, the lower lake region, and possibly the northern portion of the middle Atlantic States.

The temperature will rise in the South and East, and fall Tuesday in the Ohio valley and the lower lake region.

Storm warnings are displayed on the Great Lakes, Lake Pepin, and on the straits of Juan de Fuca, from Port Crescent west.

The following heavy precipitation (in inches) has been reported during the twenty-four hours ending 8 a. m. Sunday: Saugeen, 1.14; Perry Sound, 1.66. Steamers departing today for European ports will have fresh westerly winds and cloudy weather to the Grand Banks.

TEMPERATURE.
9 a. m. 47
12 noon 48
1 p. m. 50
DOWNTOWN TEMPERATURE.
9 a. m. 28
12 noon 31
1 p. m. 32
SUN TABLE.
Sun sets today 5:04
Sun rises tomorrow 6:54
TIDE TABLE.
High tide today 6:15 p. m.
Low tide today 12:25 p. m.
High tide tomorrow 6:58 p. m.
Low tide tomorrow 12:54 a. m., 1:11 p. m.

HARPERS FERRY, W. Va., Oct. 29.
—Both rivers muddy.
No. 1 Ceiling Beaded, \$2.00 Per 100 Ft.
Lumber Trust Broken.
Libbey & Co., 5th St. & N. Y. Ave., Adv.

NATION'S RAILROAD CALAMITIES.

1856—Camp Hill, Pa.	66 killed
1876—Ashtabula, Ohio	80 killed
1887—Chatsworth, Ill.	85 killed
1896—Atlantic City, N. J.	47 killed
1903—Laurel Run, Pa.	65 killed
1904—Eden, Col.	94 killed

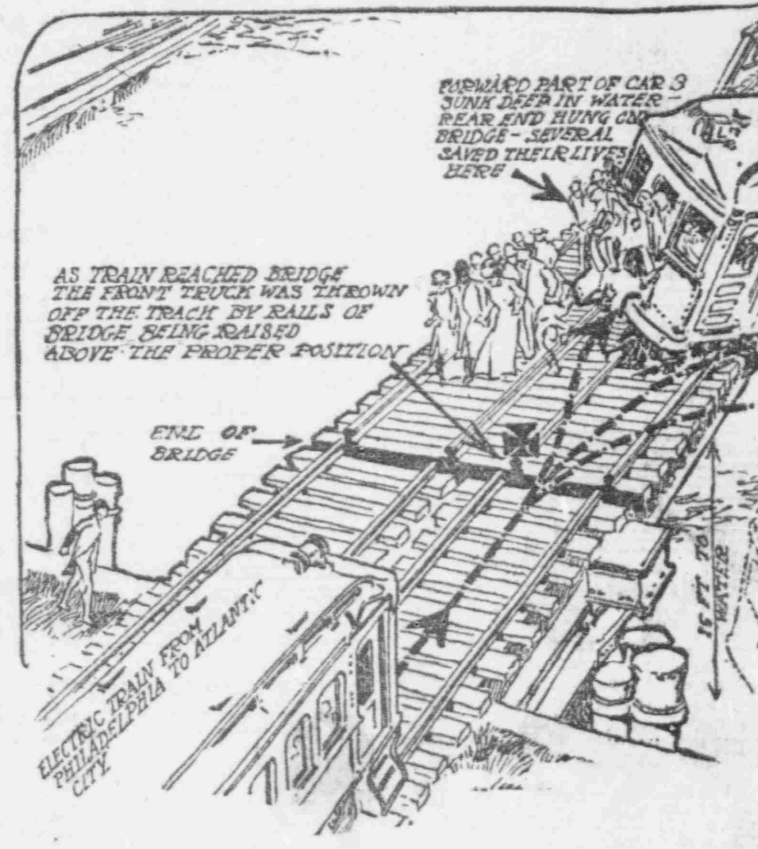


Diagram showing how nearly 100 were killed or injured yesterday a mile from Atlantic City, when a three-car trolley train on the West Jersey and Seashore Railroad plunged from a trestle bridge into the Thoroughfare. The victims were held in the submerged or partly submerged cars, and met death by drowning.

SOBS AND SHRIEKS AT CITY MORGUES ON IDENTIFICATION

Photographer Sent to
Take Pictures Finds
Mother's Body.

ATLANTIC CITY, Oct. 29.—The search for missing loved ones by hundreds of men, women and children, as they slowly filed in and out of the various undertaking establishments, was a most pathetic scene. It kept up from the time the wreck occurred until long past midnight.

Time and again the deathlike stillness that pervaded the morgues was penetrated by a piercing scream as some heartbroken searcher found the object of his search cold in death.

One of the most harrowing scenes witnessed was enacted at Crowley's morgue, Pacific and Kentucky avenues, when George A. Womfor, a photographer of Camden, found the body of his mother.

The young man's parents had left Camden on the train for an afternoon at the seashore. At 5 o'clock he received a telephone message from a Philadelphia newspaper ordering him to Atlantic City to procure photographs at the wreck. Learning then that the train that had crashed through the closed bridge was the one on which his parents had embarked, he caught the first train out of Camden, and upon arriving at the shore rushed for the scene of the tragedy.

For more than an hour he stood at the drawbridge watching the work of the rescuers as they grappled for bodies or endeavored to draw them from the shattered windows of the submerged cars. From time to time he appealed to the groups of workers for news, and pleaded with them to tell him if they had any tidings of his aged parents. At last giving up in despair he made his way to the city, and sorrowfully began a hunt for the undertaking establishments. After visiting at least six he became discouraged, and decided to give up the search for the night, when a friend suggested that he visit Crowley's, at Kentucky and Pacific avenues.

As he entered he stopped at the outer office and asked if there was a body of a woman answering the description of his mother. He was told that a woman of apparently fifty-eight years of age was in the parlor adjoining, but that he could not view it until attendants, then at work, had cleaned it. The wait was one of distressing suspense. Anxiously he paced the floor at the outer offices, and begged to be allowed to enter the

(Continued on Second Page.)

DENY MRS. EDDY POWERLESS TOOL OF DESIGNING MEN

Christian Scientists Stirred by Rumors That She Is Physical Wreck.

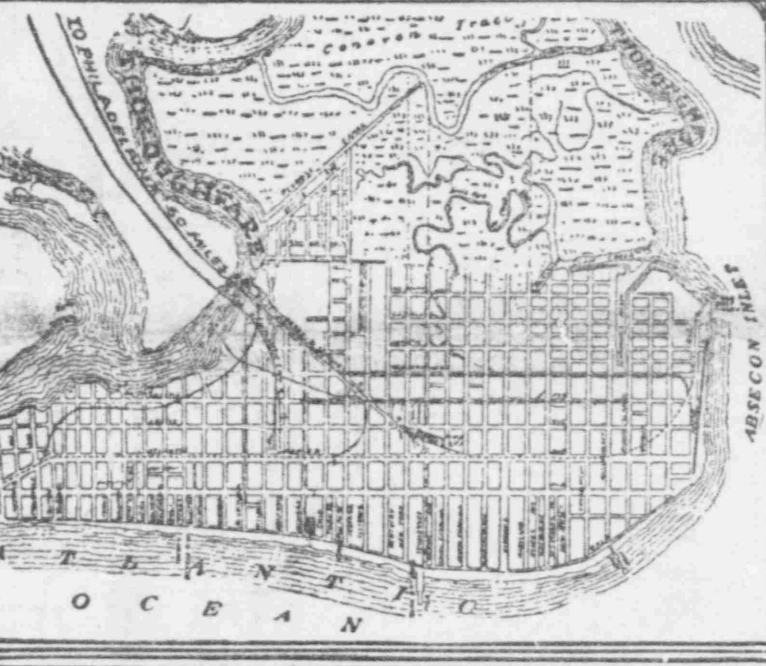
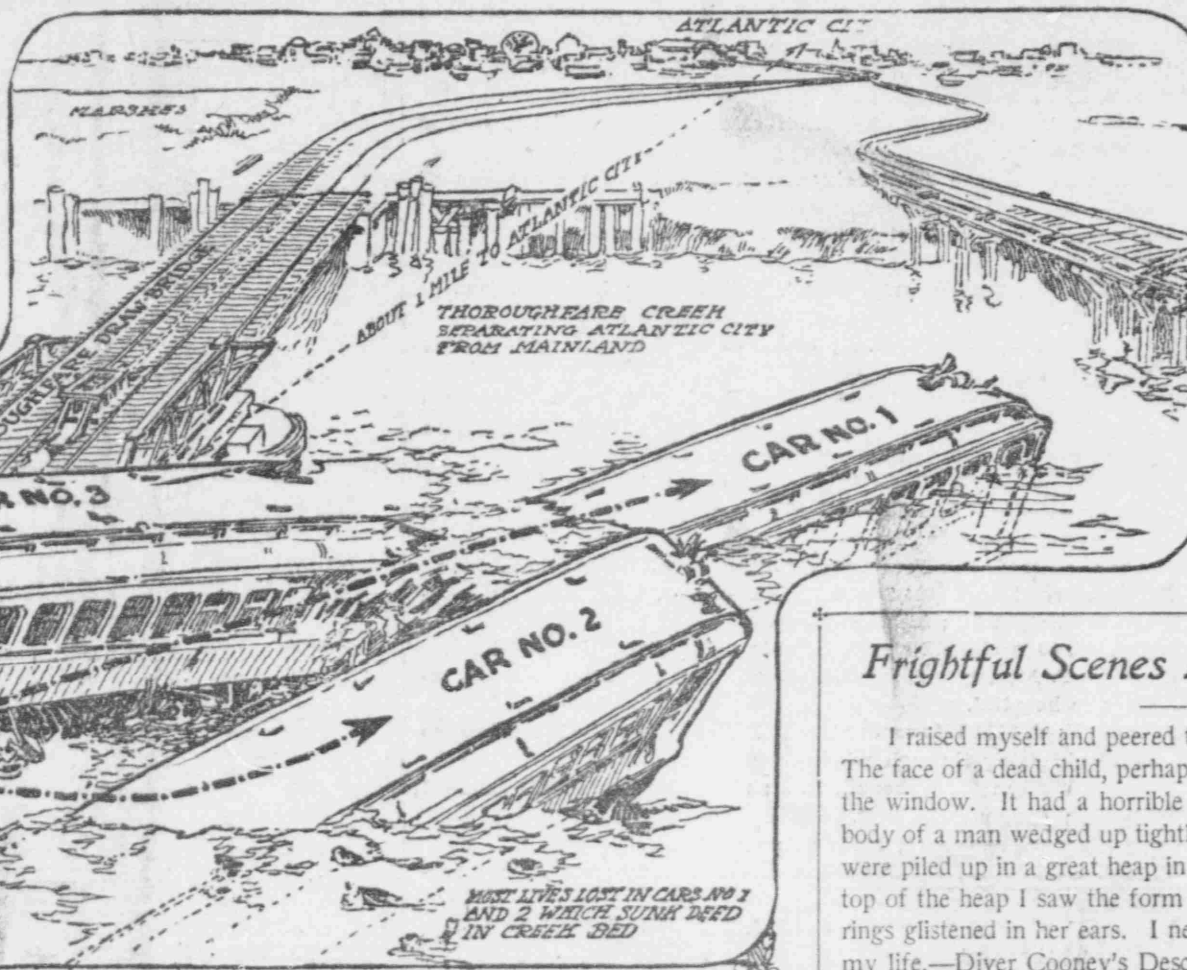
CONCORD, N. H., Oct. 29.—Some radical action is regarded as certain to be taken here today as a result of the charges spread broadcast over the country yesterday to the effect that Mrs. Mary Baker Eddy, head and founder of the Christian Science Church, has become a helpless tool in the hands of a few designing men who are using her as a decoy to draw the hundreds of thousands of dollars which are annually poured into the coffers of the church.

The very air is surcharged with denials. The Christian Scientists, by the very nature of their belief, are restrained from violent outbursts and there is comparatively little manifestation of the agitation which is known to be stirring in the breasts of the leaders of the cult. At the same time everyone expresses the belief that an explosion of some sort will occur today. This can come in two ways. The leaders can present Mrs. Eddy to the public and in that way convince the skeptical that the charges made are all false, or they can institute proceedings against those who have made charges against the leaders of the cult.

This city is a hot bed of Christian Science, and today it is taking orders from Pleasant View, Mrs. Eddy's home, rather than from the city hall. Feeling against newspapers and newspaper men is strong, and there is a marked inclination on the part of the Christian Science people to dignify the charges with a reply. Followers of Mrs. Eddy in Concord, those who swear blind allegiance, say that the truth will out in time, that anything so unholty as the charges made is out of the question, and that anything that may be said about or against the religion and its pillars can do it no harm.

Out at Pleasant View, however, a little different attitude is manifest, and while the barriers have been put up and an effort is being made to shut off the

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MAP OF ATLANTIC CITY.
Showing Scene of Accident on the New Electric Division of the Pennsylvania Railroad. Cross Shows Where Train Left the Bridge.

Dead, Hurt and Missing In Atlantic City Wreck

ALBERTUS, CHARLES, aged 25 years, Norristown, Pa.
ANGURSE, PETRO, 633 Christian street, Philadelphia.
ANNIBILA, VINCENT, New York, cornetist Royal Italian Band.
BENCKERT, CLARENCE, boy, 2138 South Sixth street, Philadelphia.
BENCKERT, HARRY, boy, 2138 South Sixth street, Philadelphia.
BENCKERT, MRS. MAYME, 2138 South Sixth street, Philadelphia.
BRADDISH, MRS. W. S., aged 53, Eastport, Me., sister of George Scott, manager Hotel Walton, Philadelphia.
BROWN, MRS. CORA BIDDLE, Eastport, Me., niece of Mrs. W. S. Braddish.
CARTER, W. L., detective, Ninth and Walnut streets, Philadelphia.
DEMPSEY, JAMES PAUL, 340 Stevens street, Camden, N. J.
DEMPSEY, MRS. JAMES PAUL, 340 Stevens street, Camden, N. J.
DESACENSO, FRANK, Kimball street, above Ninth, Philadelphia.
EGAN, JAMES, 2418 Pacific avenue, Atlantic City.
FIEL, SAMUEL L., 72 years old, West Washington lane, Philadelphia.
FRIED, DAVID, New York city.
LAWRENCE, MRS. THEODORE, 1018 Brandywine street, Philadelphia.
MAZZELLA, PASQUELO, 40 years old, married; Christian street, Philadelphia; cornet Royal Italian Band.
MONROE, FRANK, Camden, N. J.
MONROE, MRS. FRANK, Camden, N. J.
NEECE, MISS, daughter of Ernest Neece, Philadelphia, baker.
VINCENTE, DONELLI, Royal Italian Band.
WONFOR, MRS. GEORGE H., 318 Federal street, Camden, N. J.

Unidentified Bodies Recovered.

Woman, partially gray hair, three rings, one ring with initials "B. B. S." gray cloth suit, watch with no initials, handkerchief with J. on one and F. on another.
One member of Royal Italian Band, 5 feet 6 inches, 180 pounds, black hair, black mustache.
Woman, 60 years of age, gray hair, 120 pounds, green waist, black skirt, black shoes, white gloves.
Young woman, black hair, about 20, 110 pounds, light waist and black skirt, one gold tooth, wedding ring with initials "I. P. D. to I. M. G., 12-21-04." She died in hospital.
Man, black hair and mustache, white sweater, black short coat, about 40, 5 feet 10 inches.
Man, about 60 years, 5 feet 7 inches, black coat and trousers, black hair and mustache, bill in name of Klemm, in account with Shapiro, 628 and 630 South street, Philadelphia; small open-face watch; large scar on left arm.
Young woman, about 22 years, brown hair, 110 pounds, black silk skirt, white waist, Eton coat.

Known Dead Still in Wreck.

SCOTT, WALTER, motorman on wrecked train, 776 Michigan avenue, Atlantic City.
WONFOR, GEORGE H., photographer, 318 Federal street, Camden, N. J.

Three Crowded Passenger Coaches Plunge
From Trestle Into 20
Feet of Water.

LAUGHING THROG
HURLED TO DEATH

Electric Train of Pennsylvania
Road From Philadelphia
Leaves Track
at 40-Mile Rate.

Frightful Scenes Meet a Diver's Eye.

I raised myself and peered through a window of the forward car. The face of a dead child, perhaps four years old, was pressed against the window. It had a horrible gash across the forehead. I saw the body of a man wedged up tightly in one of the package racks. Bodies were piled up in a great heap in a forward end of the car. At the top of the heap I saw the form of a woman. A pair of diamond earrings glistened in her ears. I never saw such a horrible spectacle in my life.—Diver Cooney's Description.

ATLANTIC CITY, N. J., Oct. 29.—Eighty persons were killed and eighteen were fearfully crushed or mangled, according to the latest careful estimate today in the appalling disaster to the Atlantic City electric express on the Pennsylvania railroad as it swung from the tracks over the Tidewater trestle and plunged into twenty feet of water.

Professional divers, hired by the railroad, as well as scores of volunteers, began work on the submerged cars at dawn today and kept at the work of recovering the dead hour by hour.

Held up in a trap, the victims, most of whom were women and children, were crowded in the cars, submerged in twenty feet of water. Almost before they had realized their peril, the first two cars dived into the water.

In a flash the water had stifled the cries of the struggling victims in the first two cars. The third car, dragged by the other two, hung from the drawbridge for a brief interval, then the front end sank, and was submerged.

BRAVE GUARD OLDS OPEN DOOR.

To the fortunate circumstance of this moment of delay before the third car fell was due the escape of most of the survivors, who scrambled out of the rear door, held open by a brave guard at the risk of his own life, or broke through the windows and struggled in the water until they were rescued by boatmen. Fifty-nine bodies had been recovered this morning, most of them being brought to the surface by divers, who smashed their way through windows and pulled out bodies dimly visible in the sunken cars.
Of those in the first two cars it is believed that only four men escaped. They burst their way through windows and rose to the surface, where they were dragged, cut and bleeding, into boats. Today wrecking crews and boats were working to pass chain cables around the submerged cars to raise them to the surface and recover the awful cargo of corpses. As they labored only trolley poles showed above the surface of the water to mark the resting place of the huge cars that, like giant coffins, held their dead at the bottom of the stream.

Relatives of Victims Line Shore.
All right hundreds of men in boats grappled for bodies. Thousands thronged the shore, men, women and children frantic with fear for missing relatives held back from the water only by a strong force of police and firemen. Every diver and boatman for miles along the coast was adding the railroad men in rescuing the bodies of the dead. The whole of Atlantic City was in an awful panic all night. Almost every citizen was racked with fear that some relative was among the dead.

The wrecked train was filled with pleasure seekers bound for an evening of enjoyment at Atlantic City. Most of them were from Philadelphia and Camden. The train left Camden at 1 o'clock in the afternoon. The road is owned by the Pennsylvania railroad, and only a month ago was converted from a steam to an electric line.
The train ran at the rate of sixty miles an hour over the Jersey meadows. It was in charge of Motorman Walter Scott, of Camden, whose body is now at the bottom of the stream pinned in his car.
Hundred Merry Passengers.
When the train reached the end of the bridge the speed had been checked, but it was going at the rate of forty miles an hour. The three cars contained more than a hundred passengers. The train reached the drawbridge over the Thoroughfare at 2:25 p. m. This trestle is about a mile long, and the drawbridge is in the center. As the train struck the trestle the passengers were beginning to get ready to disembark at Atlantic City. Some were getting out of their seats, others were reaching for the packages in the racks near the doors. Men were helping their wives put on their jackets. Nearly all were laughing and merry-making. Then came a jar that threw almost every person off their feet. A terrible pounding for an instant as the cars crashed over the bridge ties, made every person turn pale with terror. In each car there was an awful

silence, a stupor of fear before minds had grasped the situation.
Then the first car plunged over the side of the trestle, followed by the second, and they were out of sight before a cry was uttered. The terrible, gasping, fighting struggle against death in those cars under water is something that only the imagination could picture.
Each Car Death Trap.
The couplings of the cars held, and the third car was dragged over the edge. It hung suspended for an interval, long enough to permit a score of persons to get out, while a yell of fear and agony went up from those in the car. The cars were of the same pattern as the subway cars in New York, huge steel affairs, with a vestibule and double doors at each end.
The doors were closed and held by a patent arrangement that made each car a death trap.
The first coach had shot clean out from the bridge and struck the water with its wheels spinning. The second coach was almost perpendicular for a few seconds, when the rear end slipped from the bridge, the car sinking flat in the mud, like the first. The coupling of the third car was broken, and it turned almost at right angles and to the bridge before it fell. A great beam pierced the door, and the coach on its point. That all in the third coach did not die was due to the heroism and foresight of the brakeman, who, after the train jumped the tracks, and while it was running along the trestle floor he rushed to the rear of the last car and opened the door. He believed that the train would go into the water, and he opened the only easy avenue of escape. Had he waited an door could not have been opened, as it was strained by the tearing of the beam.

Brakeman Saves Twenty.

Wood stood guard at the door until the coach finally fell. He assisted twenty persons to escape through the door, and as he worked he kept calling for everyone to remain cool, as the least excitement or panic might result in greater loss of life. Wood was rescued when being carried away by the tide. He was unconscious when picked up, but was resuscitated by a physician.

Held in Window, Death Is Awaited As Water Rises

ATLANTIC CITY, N. J., Oct. 29.—The most horrible sight of the appalling disaster was that of the third coach, which was held suspended for thirty seconds on the projecting beam. The coach was tipped on end, and, after thirty passengers had escaped, the car dropped, and, falling in a mud bank, was not covered by the water.

Several persons were caught in the coach and were drowned. Their cries were heart-breaking. A rescuer jumped on the roof, caught a woman's wrist through a ventilator and held it until the rising tide claimed her life.

A stout man was stuck in one of the windows. He was filled with hope when he found that his head was above water. Presently, however, he discovered that